

**Weather Forecast**  
Rain this afternoon and tonight, clearing tomorrow morning; lowest about 42 tonight; colder tomorrow. Temperatures today—Highest, 42, at midnight; lowest, 39, at 10:30 a.m.; 40 at 2 p.m.  
From the United States Weather Bureau report. Full details on Page A-2.

**An Evening Newspaper**  
With the Full Day's News  
LOCAL—NATIONAL—FOREIGN  
Associated Press and (AP) Wirephotos, North American Newspaper Alliance, Chicago Daily News Foreign Service and The Star's Staff Writers, Reporters and Photographers.  
(AP) Means Associated Press.

Closing New York Markets, Page 16.

89th YEAR. No. 35,310. WASHINGTON, D. C., THURSDAY, JANUARY 2, 1941—FORTY-FOUR PAGES. \*\*\* THREE CENTS.

## Nazi Air Force Arrives to Give Aid to Italians

### Mussolini's Flyers Called Home From Channel Coast

By the Associated Press.

ROME, Jan. 2.—German planes and pilots have been sent into Italy, an official announcement said today, "to help in the bitter aerial fight now developing in the Mediterranean basin."

A published statement by Gen. Francesco Pricolo, chief of the Italian air force, said the German air corps should be considered "as a great Italian unit" and given every facility in Italy.

The transfer of Nazi flyers to the Mediterranean front was interpreted in foreign circles as indicating intensified and concentrated in this area during January, which usually is stormy over the English Channel.

In action two months.

The Italian Air Corps took part in German attacks on Britain from bases on the French side of the English Channel for two months, first going into action October 25, the radio said.

Italian planes were said to have bombed more than a dozen British cities, as well as shipping. Flying sometimes in groups of more than 100, they often were forced to fly "blind" because of storms and fogs, Italian correspondents have reported.

Hitherto Italy's only acknowledgment of direct Nazi aid was the use of German Junkers were used to transport troops to Albania, and that Italian flyers were using a number of German Junkers (divers-bombers).

**Huge Stocks Transferred.**

The return of the Italian air corps to Italy presumably entailed transfer of huge stocks of supplies which had been moved from Italy to bases on the Channel coast. Dispatches have reported that "many thousands of men" made up this corps, which included doctors, nurses, chaplains, and Fascist party representatives.

The Germans, presumably, would bring thousands of tons of their own equipment for their Mediterranean operations.

Dispatches said the German and Italian flyers on the Channel front had fraternized well, and had learned to understand one another with the aid of dictionaries and grammars which were distributed among them.

**Italian Flyers Lauded.**

Kesseling telegraphed the commander of the Italian air forces in Germany-occupied territory that another "pursuit group which still remains my dependent represents an ideal link of conjunction and I hope that war and destiny will again reunite the posts of commands and the groups which are now so much drawn together."

The German commander said the Italian flyers showed they were not afraid to fight British Spitfires and did good work in the night bombing of England.

He announced the commander of the Italian air corps in Germany had been awarded the Eagle Shield.

## Nazis Claim 25-to- Score In Dropping of Air Bombs

### Navy and Flying Force Credited With Sinking 3,900,000 Tons of British Shipping

By the Associated Press.

BERLIN, Jan. 2.—The German high command declared today in a review of achievements in the latter half of 1940 that its Luftwaffe (air force) had dropped 25 pounds of bombs on England for every pound received from the R. A. F. and credited the navy and air force with sinking 3,900,000 tons of British shipping.

"The fight against England is continuing," said the 1,500-word report, which bristled throughout with confidence. "Its effectiveness until now is far greater than discernible from the outside. The year 1941 will bring proof of this."

In 2,000 attacks since August 8, the high command said, the Nazi air force had showered 92,400,000 pounds of high explosives and 3,900,000 pounds of fire bombs on England.

The German Air Force was declared to have destroyed three British planes for every German craft lost. Definite figures were not given.

The British reported more than 3,500 enemy planes were shot down over Britain, the seas surrounding the British Isles and the French coast in all of 1940, against the loss of 1,059 British fighter planes.

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## British Blast Port of Bremen For 3½ Hours

### Large Fires Set Off, Announcement of Air Ministry Says

By the Associated Press.

LONDON, Jan. 2.—The major German port of Bremen was pounded for three and a half hours last night in the main attack carried out by the R. A. F. against Nazi objectives, the Air Ministry announced today.

In partial retaliation for last Sunday night's Nazi "fire raid" on the city of London, the British said "a concentrated discharge of incendiary and high explosives" was showered on Bremen's shipbuilding and dock yards and railway station. Large fires and explosions were declared set off.

The ministry's communiqué said ports in German-occupied territory, including Flushing, Ostend and Brest, also were attacked.

**No Planes Lost.**

In all these operations, the British said not a single attacking plane was lost. (Germans said their pursuit flyers shot down one of the British raiders.)

The Press Association (British news agency) said it learned that the British flyers "to some extent paid the Germans back in their own coin."

"Apart from big loads of high explosives," it said, the bombers carried "large quantities of incendiary bombs."

"This was the first opportunity they had of giving the Germans a taste of what the City of London endured in the Nazis' wanton raid Sunday night," it asserted.

(D.N.B. official German news agency, acknowledged that three factories and houses in Germany were hit by British bombs, but did not give the localities. It said one British bomber was shot down.)

**Other Targets Bombed.**

Besides the attack on Bremen, in which "very large fires" were caused, according to an official announcement, the so-called invasion ports, submarine bases and other targets in German-occupied territory were bombed.

"Royal Air Force operations last night were very extensive, in spite of the weather," the announcement said.

"A number of attacks were made on invasion ports, submarine bases and other targets in enemy-occupied territory, but the main feature of the night was a concentrated attack on Bremen."

"Early reports show this to have been highly successful and refer particularly to very large fires."

**Nazi Raids on Small Scale.**

German planes last night made small-scale attacks on widely scattered sections of England and Wales after a bomb-free New Year Eve.

The German raiders killed a "small" number of persons, injured others and damaged some houses in the London area and in the northwest, a communiqué said. It added that elsewhere there was little damage.

There were three alerts in London during the night, the last ending just before dawn.

Liverpool, other Merseyside cities, and towns in East England also were subjected to scattered bombings. Some fires which were said to have been brought under control promptly were reported.

The government permitted publication today that in a recent raid on Manchester the famous cathedral, dating from the 15th century, (Continued on Page A-3, Column 7.)

## Father and Two Die In Baltimore Fire

By the Associated Press.

BALTIMORE, Jan. 2.—John A. Healy, 32, and his two young children suffocated today in an early morning fire which swept their home here.

Mrs. Healy, 31, was rescued by her brother, John Ellwood, a fireman who lives with the family.

Mr. Ellwood broke his ankle in jumping from the second-story window, and Mrs. Healy possibly suffered a fractured ankle when Mr. Ellwood dropped her out the window. Both also suffered burns.

Firemen recovered the bodies of Mr. Healy, Kathleen, 2, and Mary Elizabeth, 4.

The report disclaimed any attempt to pass judgment on what it described as the fundamental question of whether this country should resort to measures in support of the British which might be regarded as acts of war, but said such measures would be logical "if it is believed that a British victory is vital to American security."

"Neither the seriousness of Britain's situation nor the drastic steps necessary to ameliorate it appear to be generally appreciated," the report said. "German air raids and sea warfare are slowly but surely undermining Britain's productive power, and hence, in the long run, its morale and fighting strength."

Pointing out that "assistance on the scale required by Britain" can come only from the United States, it noted that this country already has given considerable material aid, but emphasized that "in view of the prospect of a crisis in Britain's struggle within the next six months, the American contribution has hitherto been far from adequate to meet the British needs."

**Quick Action Seen Needed.**

"If it is felt that Britain constitutes America's first line of defense and it is imperative to secure a British victory," the report continued, "far-reaching measures must be adopted quickly."

"The first essential would be authoritative determination of the types and proportion of our production program."

(See BRITISH AID, Page A-2.)

JUST GO OVER AND OBSERVE FOR THE NEXT 10 DAYS, AND REMEMBER, HENRY, DON'T TRY ANY STUNTS LIKE YOU DID ON THE LITTLE PIGS, AND DON'T FLOW ANYBODY UNDER.



## Police Fear Boat Bearing Five Was Swept Over Potomac Dam

By the Associated Press.

Police and firemen searched the swollen Potomac near Little Falls today without finding a trace of two men and three boys who disappeared at dark last night while guiding an outboard motor boat in the river.

The river was up at least three or four feet and formed dangerous roaring rapids over the dam, which early builders raised across the channel to turn water into the Chesapeake & Ohio Canal. It was believed probable the boat was swept over the dam and all in it were drowned. There remained the possibility, however, that the missing five might be marooned on one of numerous small islands which dot the river for several miles.

Those in the 15-foot canvas-covered boat were James O. Oliver, 29, a house painter, who lives in a cabin on the bank of the river near Brookmont, Md.; his son, Dwan, 7; Walter Shelton, 26, of Forestville, Md.; a

(See BOAT, Page A-4.)

**Incubator Baby Dies As Oxygen Is Ignited**

By the Associated Press.

LOUISVILLE, Ky., Jan. 2.—A 2-pound baby being given oxygen in an incubator at City Hospital was burned to death when the oxygen ignited.

Jefferson County Deputy Coroner M. Rodger Dougherty today listed the child's death as accidental after John B. Buschmeyer, superintendent of the hospital, testified that a spark of undetermined origin fired the oxygen.

The baby was placed in the incubator after its premature birth December 19.

**100,000 Selectees Goal For Army in January**

By the Associated Press.

The Army's draft schedule was reported today to call for induction of approximately 100,000 selective service trainees in January.

Although tentative plans originally had called for an increase of 168,000 in the Army's enlisted strength during January, officials said recruiting of volunteers and other factors had combined to make it unnecessary to draft the entire 168,000.

Despite some lag in cantonment construction, Army sources said units now in the field would reach on schedule the numerical strength originally planned for them this month.

**Sees Plight as Serious.**

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(See BRITISH AID, Page A-2.)

## White House Hints Support of Eccles' Monetary Plan

By the Associated Press.

Although the White House today cautiously indicated presidential sympathy with the Federal Reserve Board's monetary legislation program to guard against inflation, the opinion grew here that Secretary of the Treasury Morgenthau would urge Mr. Roosevelt to approve, publicly, only at the most, a severely modified version of the plan. Early congressional reaction to the plan was favorable.

Whatever disagreement may exist among the White House, the board and the Treasury, however, is expected to be thrashed out privately. The President will be the final arbiter of the Administration's attitude, and his personal economic adviser, Laughlin Currie, participated in conferences with Federal Reserve officials before the plan was submitted to Congress and the White House and made public by Morgenthau, S. E. Eccles, Federal Reserve chairman.

"I don't think you'll find any fight between the President, the Reserve Board and the Treasury," Stephen Early, White House secretary, told his press conference today. "The President had full knowledge of the program before its release. It was brought to the White House by Chairman Eccles on Tuesday."

**Morgenthau Comment Brief.**

Secretary Morgenthau's reaction was restrained. He told his press conference: "The matters are under study. The Treasury Secretary added that he did not know when he would have something ready to state on the Eccles proposals, which carry the approval not only of the Federal Reserve Board but also of the Federal Reserve Bank of New York."

**Flannery Luncheon Guest.**

National Democratic Chairman Edward Flannery was a luncheon guest at the White House today. For his other appointments of the day the President arranged to see Undersecretary of State Sumner Welles and later James A. Moffatt, oil executive and former Federal Housing administrator.

In the Seventy-sixth Congress, Flannery was a member of the committee on the nomination of J. Warren Madden to be a judge of the Court of Claims, and, in addition, Senator Barkley said it will try to complete action on a joint resolution to place Congress on record against the transfer of sovereignty of any territory in the Western Hemisphere.

**Will Accept Germany Wording.**

Shortly after Germany conquered France the resolution passed both House and Senate, presumably to discourage any attempt that might be made to take over French insular possessions in this part of the world.

In conference, however, the two houses disagreed over whether the resolution should refer to the "Western Hemisphere" or to "this hemisphere." Senator Barkley said he is prepared to move that the Senate accept the House term, "this hemisphere."

When the two houses met today they established a record for the length of a session. This being leap year, the session has run for 366 days. The Senate, by deciding to meet again tomorrow, one hour before the new Congress comes into existence, will carry the record further.

**White Is Reported Ready To Quit Allies' Aid Post**

By the Associated Press.

NEW YORK, Jan. 2.—William Allen White, chairman of the Committee to Defend America by Aiding the Allies, was authoritatively reported today to be ready to resign as soon as the committee can meet and name his successor.

It was learned from the same sources that the Emporia, Kans., editor had planned to submit his resignation today, but had consented to remain as head of the group until the committee meets, probably Monday.

Committee spokesmen here declined to comment immediately on the situation, but committee headquarters said an "important announcement" would be made at 3 p.m. today. There was no indication of the nature of this announcement.

## Balkan Stage Is Set For German Drive Through Bulgaria

By the Associated Press.

BELOGRADE, Yugoslavia, Jan. 2.—Bulgaria lay apparently supine before a big German army massing along her Rumanian border today as her Premier hastened to Vienna for an expected conference with German leaders, leaving his pro-Nazi Minister of the Interior temporarily in control of the government.

Diplomatic circles expressed a belief that Premier Bogdan Philoff, whose train rolled through Belgrade during the night, would learn in Vienna just what Adolf Hitler plans to do with Nazi troops in the Balkans and what part Bulgaria will be asked to play.

**Stage Appears Set.**

Observers said the stage appeared to be already set for a German drive through Bulgaria toward Greece or the Dardanelles if the Nazis desire to make such a move.

Friends of Bulgaria's King Boris III said he might permit passage of German troops through his kingdom only under protest. They deemed it unlikely he would call upon his people to resist. His most earnest desire was said to be to keep his country from becoming a battlefield.

With a German force in Rumania estimated to number five or six times as many men as Bulgaria's entire army of 100,000, it was generally believed here that King Boris would regard resistance as futile.

Philoff's journey to Vienna and the appointment of the pro-Nazi Peter Gaborovsky as acting premier were taken as indications of the monarch's desire to please the Germans.

**Thanks Axis Powers.**

Just before boarding his train in Sofia yesterday, Philoff made a New Year radio address in which he thanked the axis powers for helping Bulgaria to get Southern Dobruja from Rumania, but warned his people that the coming year might prove difficult.

The official announcement concerning Philoff's trip said merely that he was going to Vienna for "medical consultation" and made no mention of a meeting with German leaders. He has been in ill health for some time.

Diplomats noted with interest, however, that the Premier was accompanied in his special railway car by the German Minister to Bulgaria, Baron Herbert von Richthofen, brother of the World War ace.

There were reports the two would be met in Vienna by German Foreign Minister Joachim von Ribbentrop or some other high Nazi official.

**Vienna Favored for Parleys.**

Vienna has been a favorite meeting place for Axis conferences on Balkan questions during the past year. It was there that the axis dictated last summer the agreement whereby Rumania ceded Transylvania to Hungary and Southern Dobruja to Bulgaria.

Bulgaria, with leanings toward Soviet Russia, has thus far remained clear of the Nazi orbit, though her neighbors—Hungary and Rumania—have both joined the Rome-Berlin-Tokyo alliance.

King Boris went to Berchtesgaden November 18 for a conference with Hitler—presumably on the subject of Southern Dobruja.

**Britons' Right to Buy Two Weeks' Supply Of Meat Canceled**

By the Associated Press.

LONDON, Jan. 2.—Without explanation, the Food Ministry today announced the cancellation of a concession whereby purchasers were to be permitted to buy two weeks' supply of meat at one time in 1941.

The concession was announced in November, 1940.

**Invading Warplanes Cruise Near Dublin And Drop Bombs**

By the Associated Press.

DUBLIN, Jan. 2.—Invading aircraft cruised within a 60-mile radius of this capital of neutral Ireland (Eire) for five hours last night and early today, killing at least three persons with high explosive bombs and dropping fire bombs, one of which was officially identified as of German origin.

An announcement by the Irish department of defense said a fire bomb picked up in the vicinity of the Curragh of Kildare, one of five localities bombed, bore German markings. This area is a great level tract near the center of County Kildare, formerly British crown property but now headquarters of the Irish Army.

The closest to Dublin of any of the exploding bombs was one which wrecked three residences in the capital's southwestern suburb of Terenure.

The casualties were caused at Borris, County Carlow, about 55 miles south-southwest of Dublin. The bombs near the Curragh were reported to have caused no damage except the firing of a line of haystacks.

The attacks took place between midnight and 5 a.m.

The Curragh, 4,888 acres, lies 25 miles southwest of Dublin, along the southern and western railway. It is a site for military reserves, horse races and similar spectacles.

Bombs also were reported dropped last night near Drogheda, in County Meath, 26 miles north of Dublin, and between Drogheda and Julianstown, where the largest viaduct in Ireland, carrying the northern railway over the River Boyne, is situated.

A string of bombs fell on Duleek, near Drogheda.

The Drogheda area is a base for shipment of cattle to Liverpool and is the center of the Irish beef industry.

Some unofficial quarters suggested the planes were German which had been repulsed by British fighters from an attack on the English port of Liverpool.

**Text of Statement.**

The Eire Department of Public Defense issued the following statement: "A series of bombs was dropped in various parts of the eastern counties last night and early this morning."

"The first bombs fell near Drogheda—five at Duleek and three at Julianstown. In neither place was there any casualties."

"This morning two bombs were dropped at Rathdown Park, Terenure, Dublin. Two houses were demolished and several houses were damaged. Seven persons were trapped in the demolished houses, but later rescued. There was no loss of life."

(See IRELAND, Page A-3.)

**Aviation Comparison Gives U. S. Best Bombers, Pursuit Planes**

By the Associated Press.

NEW YORK, Jan. 2.—The scene was a British air training camp and the day was one of those typically dismal, overcast days when even a ghost of a wind over the rolling English countryside sends chills to the marrow.

"We can't believe," protested a British officer to an American engineer, "that your engines will run as long between overhauls as you say they will."

The question of engine life was a serious one. The British, accustomed to tearing down their aircraft

engines for overhaul after every 150 to 200 hours of use, had to be convinced that they had something new on their hands—American engines which would take unheard-of punishment.

"Very well," said the engineer. "Tear one down after 200 hours. You'll see."

Air students are hard on engines. They don't know how to "nurse" an airplane power plant to get the most out of it, week after week. They work their throttles savagely, running full power for minutes when cruising throttle is called for.

The British officer directed that an engine be disassembled and examined. Every part was perfect.

"Now try the same engine at 500 hours of use," suggested the American engineer. In a training plane that is the equivalent of 125,000 miles.

The engine was still perfect. Bearings showed no wear. Ignition timing was perfect.

(See WARPLANES, Page A-6.)